



**D Street to M Street project:
First Test Train**

September 2012

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Program Summary

Scope: The Sounder Commuter Rail program, when completed, will provide commuter rail service to 12 stations along an 83-mile corridor, primarily owned by BNSF, between Everett in Snohomish County and Lakewood in Pierce County. The Sounder capital projects are grouped within three segments of the corridor: Everett-to-Seattle, Seattle-to-Tacoma, and Tacoma-to-Lakewood. BNSF owns the right-of-way between Everett and Tacoma. Sound Transit owns about 8.2 miles of right-of-way at the south end of the corridor between Lakewood and Tacoma.

With the voter approval of Sound Transit 2 (ST2), system-wide program elements, including station access improvements and a Sounder Yard and Shops facility, are also being planned.

Budget (2012): \$1,529 million (does not include design/construction elements for ST2 system-wide enhancements)

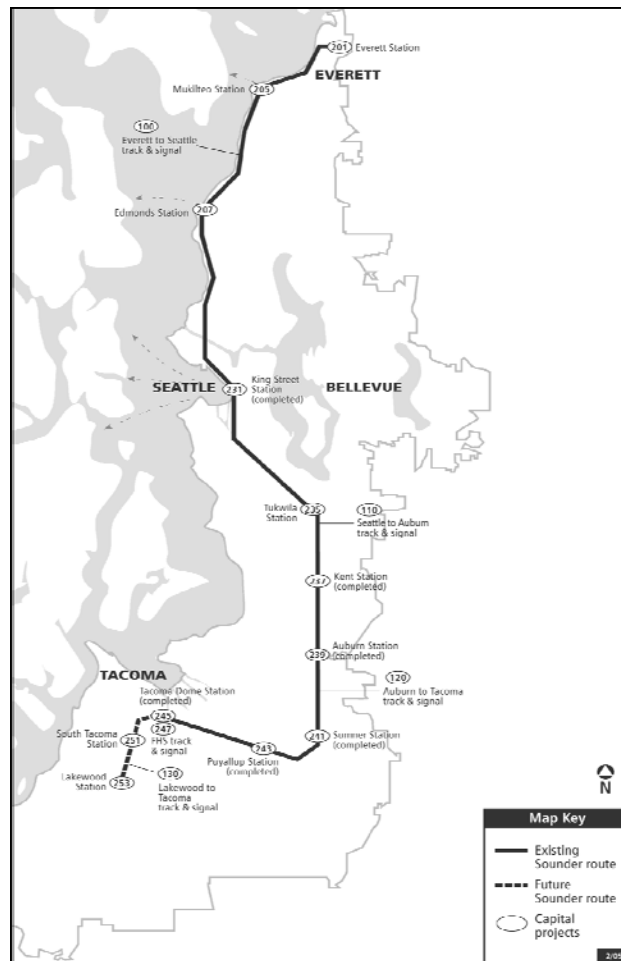
Schedule: Service is fully implemented between Everett and Tacoma at 10 stations; service will be implemented between Tacoma and Lakewood at stations in South Tacoma and Lakewood on October 8, 2012.

In Service: Four round-trips (four trains) between Everett and Seattle with service at stations in Everett, Mukilteo, Edmonds and Seattle; nine round-trips (five trains) between Seattle and Tacoma with service at stations in Tacoma, Puyallup, Sumner, Auburn, Kent, Tukwila and Seattle. Four additional round-trips (two trains) between Seattle and Tacoma were approved with the passage of ST2; the schedule for implementing these trips is being developed.

Program Overview

Everett-to-Seattle: Projects include three stations and purchase of four right-of-way easements for implementation of peak hour commuter rail service for four round-trips and special-event service for weekend sports and community events on a 35-mile segment of BNSF's rail corridor. Sound Transit funded construction of track capacity improvements by BNSF which included upgrades to the signals and control systems, crossing safety and track. Sound Transit completed environmental permitting and recently initiated construction of the final environmental mitigation measures to support the track improvements completed by BNSF.

Seattle-to-Tacoma: Projects include seven stations, implementation of peak hour commuter rail service for nine round-trips, and special-event service for weekend sports and community events on a 40-mile segment of the BNSF rail corridor. Sound Transit funded construction of track capacity improvements by BNSF which included upgrades to the signals and control systems, crossing safety and track. Sound Transit constructed a new rail segment between Reservation Junction on the BNSF line and the Tacoma



Map of the three segments between Everett and Lakewood.

Dome Station. Perpetual use easements for four additional round-trips (two trains) between Seattle and Tacoma were included in ST2. Three of these easements have been acquired; the fourth will be acquired in 2013.

Tacoma-to-Lakewood: Projects include two stations, implementation of peak-hour commuter rail service for nine round-trips, and special-event service for weekend sports and community events on an 8.2-mile rail corridor. Sound Transit completed improvements of seven miles of existing rail corridor, and is finalizing construction of an additional 1.2 miles of new track. Extension of the track from the Tacoma Dome Station to Lakewood will allow continuation of the service to and from Seattle.

System-Wide: With the passage of ST2, the voters approved system-wide enhancements including improvements to station access and the development of a maintenance base for Sounder vehicles. Planning activities for these enhancements are currently underway. In addition, Sound Transit is also developing a strategy for implementing system-wide positive train control by 2015 as required by federal mandate.

Key Program Issues

- Potential environmental mitigation requirements for Easement 4 Sounder South Expanded Service may impact project scope, schedule and budget.
- Strategies continue to be evaluated for contractor procurement for the implementation of the Positive Train Control system.

Program Cost Summary

Program cost information by project phase is summarized below. Lifetime budgets reflect the Adopted 2012 phase level budgets; for ST2 projects, the lifetime budget includes funding only for project phases that have been approved by the Board of Directors. For example, the Sounder Yard and Shops project is funded only through preliminary engineering; approval for the final design and construction budgets will be requested upon completion of preliminary engineering and refinement of cost estimates. For contracts not yet awarded or in the early stages of execution, cost forecasts assume that the full contingency assigned to a given contract (i.e., allocated contingency) will be expended.

Unallocated contingency is a positive variance. The contingency represents an allowance for changes that may be encountered during project execution. Variances between the EFC and the Lifetime Budget represent current information and are reflective of funding levels identified in the Adopted 2012 budget.

Phase	Lifetime Budget	Commitment to Date	Paid to Date	Forecast and Trends	Estimated Final Cost (EFC)	Lifetime Budget vs. EFC
Agency Administration	\$68,082	\$55,248	\$55,649	\$12,834	\$68,082	\$0
Pre Engineering / Env Review	\$34,666	\$30,133	\$27,958	\$4,566	\$34,705	(\$39)
Final Design & Specs	\$59,699	\$53,022	\$50,498	\$6,677	\$59,699	\$0
Third Party Agreements	\$8,670	\$4,746	\$3,044	\$3,925	\$8,670	\$0
ROW Acquisition & Permits	\$577,288	\$521,310	\$521,066	\$55,979	\$577,288	\$0
Construction	\$634,319	\$566,583	\$562,998	\$67,736	\$634,319	\$0
Construction Management	\$10,942	\$7,426	\$4,651	\$3,516	\$10,942	\$0
Vehicles	\$134,504	\$134,503	\$134,503	\$0	\$134,504	\$0
Start-up & Testing	\$84	\$0	\$0	\$84	\$84	\$0
Contingency	\$413	\$0	\$0	\$374	\$374	\$39
CIP Project Total	\$1,528,667	\$1,372,971	\$1,360,367	\$155,691	\$1,528,667	\$0
Program Reserve	\$0	\$0	\$0	\$0	\$0	\$0
CIP Program Total	\$1,528,667	\$1,372,971	\$1,360,367	\$155,691	\$1,528,667	\$0

(Table figures in thousands. Variances are due to rounding.)

Significant variances compared to prior reporting period.

- Commitment to date increased \$11.1 million for payment obligations to BNSF for implementation of wayside positive train control system elements between Everett and Tacoma and change orders for design of the Sounder Yard and Shop and construction along the Sounder corridor between Tacoma and Lakewood.
- Paid to date increased \$5.6 million for progress payments for signal construction and 66th Street bridge aesthetic improvements in the M Street to Lakewood corridor, line segment and signal construction between D Street and M Street in Tacoma, construction of the Christofferson fill pad (environmental mitigation) and design efforts on the Mukilteo and Tukwila Stations and Lakewood Layover.

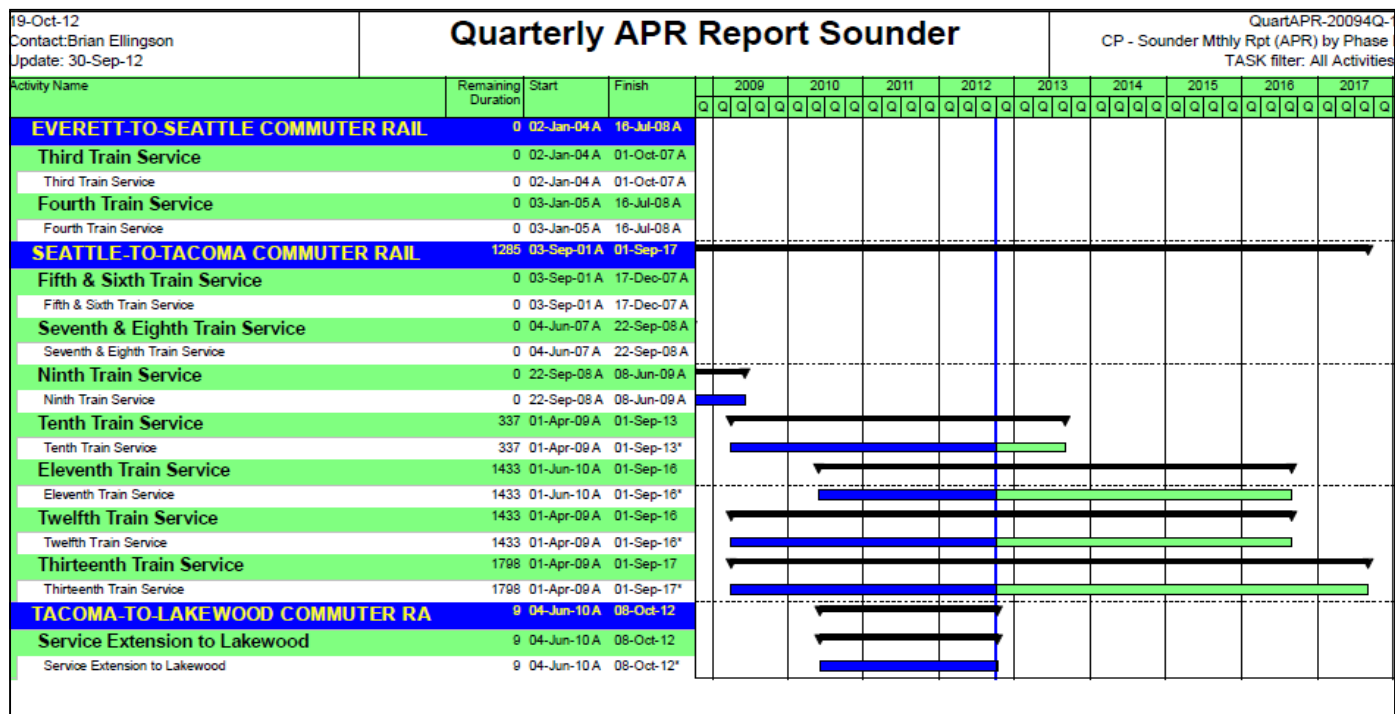
Program Reserves

The Sounder program no longer has available Program Reserves.

Program Schedule Summary

Overview

The Sounder Program is scheduled to start service between on the Lakewood Sounder Extension in early October 2012; expanded service milestones in the south corridor are scheduled to be completed by 2017.



Schedule Variance

Sounder maintains an updated project schedule for each of the projects within the rail corridor. The updated schedules reflect changes compared to the baseline.

New Contract Awards

Major new contracts awarded during this reporting period are listed in the table below.

Contractor	Scope	Amount (thousands)	Award Date
Watershed Environmental Solutions, LLC	Wetland mitigation at McKinley Park in Tacoma (to mitigate wetland impacts from the D Street to M Street Track and Signal Improvements project) (M2012-47)	\$1,080	August

Third-Party Agreements

Seattle-to-Tacoma

FRA / WSDOT

Negotiations are complete on a term sheet for a \$7.8 million construction and maintenance funding agreement for Tukwila Station. The full agreement has been drafted and is in review, it will go to the Board for approval in the 4th Quarter 2012 after the FRA has approved the final construction plan set.

Tacoma-to-Lakewood

WSDOT / Amtrak / FRA

Negotiations continue for a Service Outcomes Agreement (SOA) and Stakeholder Agreement for investment of High-Speed Passenger Rail grant money in the corridor. The SOA will capture Sound Transit's commitment to continued maintenance and operation of the corridor, and the Stakeholder Agreement will provide funding for construction on the D Street-to-M Street project and the State's Point Defiance Bypass project. Delays in agreements between FRA and WSDOT, completion of the WSDOT NEPA documentation for their project and three-way negotiations with WSDOT, Amtrak and Sound Transit continue to delay the completion of these agreements.

City of Tacoma

Sound Transit is negotiating the transfer of surplus properties acquired for the D Street-to-M Street project not needed for Sounder operations to the City of Tacoma for redevelopment and maintenance. Sound Transit is awaiting completion of an agreement between the City of Tacoma and ForTerra before we can move this forward. Completion of the transfer will likely not occur until the 2nd Quarter 2013.

Construction Safety

No accidents or incidents were reported during the 3rd Quarter 2012.

Quality Assurance

Quality Assurance continues to support the Sounder program through review of design and construction documents and periodic audits of projects in design, construction and operations.

Description	3rd Quarter 2012	Notes
Audits/Surveillances Performed	0 Audits 0 Surveillances	None
Audits/Surveillances Reports Issued	1 Audit Report	D to M Sub-Contractor O'Neill Environmental Services Test Lab
Reports in Progress	0 Reports	None
Audits/Surveillances Rescheduled	0 Audits 0 Surveillances	None

Projects at a Glance

Active Projects

Project	Project Phase	Lifetime Budget	Risk Assessment			Notes
			Scope	Schedule	Budget	
Everett-to-Seattle Corridor \$s in 000						
Mukilteo Station - South Platform	FD	\$11,131	L	L	L	Project scheduled to advertise for construction in the 4th Q 2012 with construction scheduled to begin in 2013. Current baseline cost estimate exceeds the lifetime budget, shortfall to be addressed in 2013 budget cycle.
Permitting & Environmental Mitigation	COD	\$6,679	L	L	L	SCHEDULE: Remaining mitigation includes the construction of the Christofferson fill pad. Construction began in June 2012 and is expected to be completed by the end of the year. Post-construction mitigation monitoring of Deer Creek continues through 2016.
Total		\$17,810				
Seattle-to-Tacoma Corridor \$s in 000						
Tukwila Station - Permanent	FD	\$45,969	L	L	L	90% design has been completed and the land use permits have been received. Project estimates are within the current baseline budget. Project scheduled to be advertised for construction in the 4th Q 2012 with construction scheduled to begin in 2013.
Sounder South Service Expansion	PE/ED	\$193,968	L	M	M	SCHEDULE AND BUDGET: The potential for extensive environmental mitigation presents schedule and budget risks.
Total		\$239,937				
Tacoma-to-Lakewood Corridor \$s in 000						
M Street-Lakewood Track and Signal	CON	\$81,542	L	L	L	Installation of centralized train control and aesthetic improvements to the 66th Street Bridge were completed. Sounder service along the corridor is scheduled to begin on October 8, 2012.

Projects at a Glance (continued)

Active Projects						
Project	Project Phase	Lifetime Budget	Risk Assessment			Notes
			Scope	Schedule	Budget	
Tacoma-to-Lakewood Corridor (cont'd) \$s in 000						
D Street-to-M Street Track and Signal	CON	\$161,281	L	M	M	SCHEDULE: Construction was substantially complete in September; signal testing was underway for initiating Sounder service along the corridor on October 8, 2012.
Positive Train Control (PTC)	PE/ED	\$39,225	L	M	M	Technology implementation uncertainties and limited nationwide contractor capacity to design and install PTC present budget and schedule risks.
Lakewood Station Improvements	CON	\$1,155	L	L	L	Capped Contribution: City of Lakewood is the leading the construction of a pedestrian bridge connecting the station to the neighborhood to the west of the station.
Puyallup Station Improvements	PE/ED	\$0.6	L	L	L	Preliminary engineering for station access improvements identified through the Station Access and Demand Study.
Sumner Station Improvements	PE/ED	\$0.6	L	L	L	Preliminary engineering for station access improvements identified through the Station Access and Demand Study.
Pierce County Program Reserve		\$0				
Total		\$283,204				
System-wide Project Elements \$s in 000						
Layover	SYS	\$33,947	L	L	L	Final design has been completed. Construction will begin in late 2012.
Station Access & Demand Study	PE/ED	\$1,170	L	L	L	This study was completed to assess commuter rail passenger access and demand at eight Sounder stations: Mukilteo, Kent, Auburn, Sumner, Puyallup, Tacoma Dome, South Tacoma and Lakewood. Scope included identifying opportunities and alternatives to improve access at each station, with decreased reliance on Single-Occupancy Vehicle access.

Projects at a Glance (continued)

Active Projects						
Project	Project Phase	Lifetime Budget	Risk Assessment			Notes
			Scope	Schedule	Budget	
Sounder Yard & Shops Facility <i>Lifetime Budget to be determined after PE/ED.</i>	PE/ED	\$6,912	L	H	H	SCHEDULE AND BUDGET: Uncertainties exist in siting, design, environmental, third party and jurisdictional requirements presenting schedule and budget risks.
Total		\$42,029				
Key						
Risk Assessment	Phases					
L = Low Risk	PE/ED	Preliminary Engineering / Environmental Documentation				
M = Medium Risk	FD	Final Design				
H = High Risk	CON	Construction				
	INS	Installation				
	SYS	System-wide Component				
	ROW	Right-of-Way				
Completed / Closed Projects						
Project	Start of Service					
Everett-to-Seattle Corridor						
Everett Station	2002 (Phase I) 2009 (Phase II)					
Edmonds Station - Temporary	2003					
Edmonds Station	2011					
Mukilteo Station - North Platform	2008					
Everett - Seattle Track and Signal	2008					
Willow Creek Environmental Mitigation	2010					
Seattle-to-Tacoma Corridor						
King Street Station	2000					
Tukwila Station - Interim	2001					
Kent Station	2001					
Boeing Access Road Station	Closed					
Auburn Station	2000					
Sumner Station	2000					
Puyallup Station	2001					
Tacoma Dome Station	2000					
Seattle - Tacoma Track and Signal	2008					
Reservation - Freighthouse	2003 (Phase I, II) 2007 (Phase III)					
Tacoma-to-Lakewood Corridor						
Lakewood CBD	Funding Only					
South Tacoma Station	2009 (Bus Service). Sounder service begins in 2012.					
Lakewood Station	Completed 2008. Service begins in 2012.					
Nisqually - Lakewood Right-of-Way	Funding Only					
System-wide Project Elements						
Everett Layover	2010					
L Street Layover	2009					

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First train testing through
D Street - M Street



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Sounder Commuter Rail Sounder South Expanded Service

Scope Overview

Sound Transit has purchased three additional commuter rail easements from BNSF and paid a deposit on a fourth easement for expanding service between Seattle and Lakewood. BNSF is responsible for track and signal improvements; Sound Transit has environmental permitting and mitigation responsibilities.



Track and signal improvements (Everett-to-Seattle shown)

Schedule	Start	Finish
Prelim Engineering	Oct 2010	Mar 2012
Design	Aug 2011	TBD
Construction	TBD	TBD

Scope/Schedule/Budget Variance

None to report at this time.

Project Cost (\$s in thousands)

Phase	Lifetime Budget	Commitment to Date	Incurred to Date
Administration	\$5,650	\$615	\$795
Prelim Engineering	\$563	\$265	\$214
Final Design	\$400	\$0	\$0
Third Party Agreements	\$110	\$0	\$0
ROW Aquisition and Permits	\$187,196	\$142,163	\$142,156
Construction	\$0	\$0	\$0
Contingency	\$50	\$0	\$0
Project Total	\$193,968	\$143,043	\$143,165

Major Contracts (\$s in thousands)

Vendor	Amount	Scope
ESA Adolfson (On-Call)	\$228	PE (Environ.)

Key Activities

Current Quarter

- Issued addendum to SEPA checklist.
- City of Auburn withdrew its appeal of SEPA Determination of Non-significance (DNS) prior to appeal hearing.

Next Quarter

- Coordinate with BNSF on revisions to track and signal improvements design plans for Easements 3 and 4, and confirm environmental impacts.

Closely Monitored Issues

Scope, schedule and budget may be impacted by:

- Natural resource trustee consultation coordination requirements for the Biological Assessment.
- Potential for additional mitigation scope to be identified through Consultation requiring more extensive NEPA environmental documentation and mitigation construction.

Scope Overview

Develop a comprehensive program of Sounder station access improvements that deprioritizes the automobile as much as is feasible and places priority on accommodating alternative access improvements. Ridership and traffic analyses, environmental scan, alternatives analysis, conceptual design, and community outreach for the Mukilteo, Kent, Auburn, Sumner, Puyallup, Tacoma Dome, South Tacoma and Lakewood commuter rail stations have been completed. Access improvement investment programs for each station are being identified and prioritized.



Providing access investment programs for Sounder stations

Schedule	Start	Finish
Prelim Engineering	Aug 2010	Jun 2013
Design	N/A	N/A
Construction	N/A	N/A

Project Cost (\$s in thousands)

Phase	Lifetime Budget	Commitment to Date	Incurred to Date
Administration	\$133	\$157	\$178
Prelim Engineering	\$774	\$699	\$599
Final Design	\$0	\$0	\$0
ROW Aquisition and Permits	\$0	\$0	\$0
Construction	\$0	\$0	\$0
Contingency	\$263	\$0	\$0
Project Total	\$1,170	\$855	\$777

Scope/Schedule/Budget Variance

Preliminary engineering schedule extended from March 2012 to allow more time to validate forecasting model developed during access and demand study.

Major Contracts (\$s in thousands)

Vendor	Amount	Scope
URS Corporation	\$698	Planning

Key Activities

Current Quarter

- Received and addressed comments from host cities on final draft report.
- Continued ongoing stakeholder outreach and updated project website.
- Issued final study report.

Next Quarter

- Use final study to inform Puyallup and Sumner Station Improvements projects.
- Initiate project closeout.

Closely Monitored Issues

- None identified at this time.

Sounder Commuter Rail Sounder Yard & Shops Facility

Scope Overview

Final planning and analysis, environmental clearance and preliminary engineering for yard and shop facilities to support levels of Sounder service proposed in ST2. The Board has authorized funding to complete preliminary engineering and an environmental determination (EA). Preliminary project development activities (final planning, revised cost estimating and preliminary siting studies) were completed in 2011. Environmental analysis activities have been initiated.



Developing Sounder O&M facilities for ST2

Schedule

Schedule	Start	Finish
Prelim Engineering	Feb 2011	Environ Doc Sep 2014
Design	TBD	
Construction	TBD	

Project Cost (\$s in thousands)

Phase	Lifetime Budget	Commitment to Date	Incurred to Date
Administration	\$846	\$59	\$76
Prelim Engineering	\$5,766	\$2,539	\$524
Final Design	\$0	\$0	\$0
Third Party Agreements	\$0	\$0	\$0
ROW Aquisition and Permits	\$300	\$25	\$1
Construction	\$0	\$0	\$0
Construction Services	\$0	\$0	\$0
Contingency	\$0	\$0	\$0
Project Total	\$6,912	\$2,623	\$601

Scope/Schedule/Budget Variance

None to report at this time.

Major Contracts (\$s in thousands)

Vendor	Amount	Scope
Parsons Brinckerhoff	\$2,539	PE/ED

Key Activities

Current Quarter

- Met with FTA to discuss NEPA environmental process.

Next Quarter

- Prepare environmental scoping information and initiate scoping process.
- Scoping meeting planned for late November 2012.

Closely Monitored Issues

- Alignment of project scope with budget.

Scope Overview

Positive Train Control (PTC) systems are integrated command, control, communications and information systems for controlling train movements. They improve railroad safety by significantly reducing the probability of collisions between trains, casualties to railway workers and over-speed accidents. Federal regulations require passenger train systems be equipped with PTC systems by December 2015, necessitating upgrades to Sounder wayside signals/communications and information management systems as well as installation of on-board equipment. BNSF is installing wayside PTC elements within the Everett to Tacoma corridor; this project includes wayside elements along the Tacoma to Lakewood corridor and modification of locomotives and cab cars.



Improving safety along the Tacoma-to-Lakewood corridor

Schedule	Start	Finish
Prelim Engineering	N/A	N/A
Design	Feb 2013	Aug 2013
Construction	Oct 2013	Jul 2015

Project Cost (\$s in thousands)

Phase	Lifetime Budget	Commitment to Date	Incurred to Date
Administration	\$2,238	\$187	\$242
Prelim Engineering	\$0	\$0	\$0
Final Design	\$5,139	\$214	\$192
Third Party Agreements	\$6,348	\$3,900	\$2,510
ROW Aquisition and Permits	\$0	\$0	\$0
Construction	\$23,585	\$0	\$0
Construction Services	\$1,915	\$0	\$0
Project Total	\$39,225	\$4,300	\$2,944

Scope/Schedule/Budget Variance

The schedule is being pushed back as alternative procurement options are evaluated. Based on current estimates, additional budget of approximate \$9.55M may be required to accomplish all tasks in the project scope.

Major Contracts (\$s in thousands)

Vendor	Amount	Scope
TBD		

Key Activities

Current Quarter

- Evaluated proposal, performed negotiations and received and began evaluating best and final offer for the PTC system contract.
- Evaluated qualifications received for the Construction Managment/Engineering Support Services contract and performed interviews of qualified firms.

Next Quarter

- Finalize implementation strategy for PTC system elements.

Closely Monitored Issues

- Potential grant funding.
- BNSF schedule for PTC implementation.

Scope Overview

Sound Transit contracted with BNSF to complete track and signal improvements between Seattle and Everett to allow for Sounder commuter rail service. Sound Transit was required to acquire environmental permits and perform environmental mitigation for all track and signal improvements. The environmental permits were obtained by August 2006 and a number of mitigation projects have been completed. Remaining mitigation includes the construction of the Christofferson fill pad; construction of the fill pad was recently initiated and is expected to be completed by the end of 2012.



Spreading and compacting Christofferson Fill Pad

Schedule

	Start	Finish
Prelim Engineering		
Design	Jan 2007	Aug 2008
Construction	Aug 2010	Dec 2012 Working

Project Cost (\$s in thousands)

Phase	Lifetime Budget	Commitment to Date	Incurred to Date
Administration	\$571	\$484	\$493
Prelim Engineering	\$1,071	\$1,007	\$1,007
Final Design	\$419	\$168	\$117
ROW Aquisition and Permits	\$1,461	\$1,342	\$1,342
Construction	\$3,156	\$1,792	\$1,353
Contingency	\$0	\$0	\$0
Project Total	\$6,679	\$4,793	\$4,312

Scope/Schedule/Budget Variance

None

Major Contracts (\$s in thousands)

Vendor	Amount	Scope
Northwest Construction	\$854	Construction - Christofferson Fill Pad
KBA	On-Call	Construction Management Services
ESA Adolfson	On-Call	Environmental Services

Key Activities

Current Quarter

- Construction of the Christofferson fill pad began this quarter and is expected to be completed by December 2012.

Next Quarter

- Continue construction of the Christofferson fill pad.
- Maintenance and monitoring work at Deer Creek mitigation site.
- Complete report documenting final wetland and stream impacts and status of mitigation projects for permitting agencies.

Closely Monitored Issues

- Shoreline permit for the Christofferson fill pad was appealed to the Superior Court. The shoreline permit is still valid and the fill pad work is underway, but if Superior Court decides to overturn the Shoreline Hearings Board ruling, completion of the fill pad may be delayed.

Sounder Commuter Rail Mukilteo Station, South Platform

Scope Overview

The Mukilteo Station South Platform project includes construction of a second platform, shelter structures, stairs, elevator towers and a pedestrian bridge connecting the south platform with the existing north platform.



Artist's rendering of Mukilteo Station

Schedule

Schedule	Start	Finish
Prelim Engineering	Feb 2001	Apr 2005
Design	Aug 2007	Sep 2012
Construction	Mar 2013	Dec 2014 Working

Project Cost (\$s in thousands)

Phase	Lifetime Budget	Commitment to Date	Incurred to Date
Administration	\$621	\$241	\$303
Prelim Engineering	\$0	\$0	\$0
Final Design	\$2,013	\$1,962	\$1,734
Third Party Agreements	\$367	\$0	\$0
ROW Aquisition and Permits	\$309	\$140	\$111
Construction	\$7,131	\$75	\$7
Construction Services	\$690	\$0	\$0
Contingency	\$0	\$0	\$0
Project Total	\$11,131	\$2,418	\$2,154

Scope/Schedule/Budget Variance

The lease for the necessary property has been finalized, allowing construction to proceed.

Major Contracts (\$s in thousands)

Vendor	Amount	Scope
AECOM	\$3,106	Final Design

Key Activities

Current Quarter

- Completed 100% design package
- Finalized BNSF construction and maintenance agreement and acquired BNSF propoerty
- Initiated preparation of construction contract documents
- Finalized selection of construction management services contractor.
- Scheduled flagging for construction with BNSF.

Next Quarter

- Submit final design package to the City of Mukilteo and obtain building permit.
- Advertise construction contract

Closely Monitored Issues

- None identified at this time.

Scope Overview

The Tukwila Station will include permanent boarding platforms with canopies, improved pedestrian access, commuter parking improvements, a bus transfer facility, and secure bicycle parking. It will be constructed south of Longacres Way and west of the BNSF railroad tracks.



Artist's rendering of Tukwila Station

Schedule

	Start	Finish
Prelim Engineering	Jul 2007	Aug 2009
Design	Jan 2012	Sep 2012 Rev Baseline
Construction	April 2013	Oct 2014 Rev Baseline

Project Cost (\$s in thousands)

Scope/Schedule/Budget Variance

The project was rebaselined within the current adopted budget to reflect the revised design and construction schedule, due to the station location re-design.

Phase	Lifetime Budget	Commitment to Date	Incurred to Date
Administration	\$2,600	\$766	\$856
Prelim Engineering	\$1,101	\$1,101	\$1,101
Final Design	\$4,499	\$4,166	\$3,762
Third Party Agreements	\$0	\$0	\$0
ROW Aquisition and Permits	\$11,700	\$8,755	\$8,651
Construction	\$24,369	\$1,248	\$766
Construction Services	\$1,700	\$1,379	\$37
Contingency	\$0	\$0	\$0
Project Total	\$45,969	\$17,414	\$15,173

Major Contracts (\$s in thousands)

Vendor	Amount	Scope
KPFF	\$5,137	PE/ED/FD
Lin & Associates	\$1,379	CM Services

Key Activities

Current Quarter

- Obtained unclassified use permit.
- Applied for building permit.
- Completed ROW acquisition.
- Relocated fiber optic lines in advance of construction.
- Completed 90% design and stakeholder review.

Next Quarter

- Complete 100% design.
- Advertise project for construction.
- Complete property acquisition.
- Finalize construction and maintenance agreement with BNSF.
- Ongoing coordination with Strander Blvd. project.

Closely Monitored Issues

- BNSF third track design schedule.
- City of Renton Strander Blvd. extension, including utilities relocation and dewatering.

Sounder Commuter Rail D Street-M Street Track and Signal

Scope Overview

The D Street-to-M Street project has constructed a rail connection between the existing Tacoma Dome Station and Sound Transit's Lakeview Subdivision railroad line, upgraded track west to Chandler Street and train and crossing signals to Bridgeport Way in Lakewood. The project's alignment includes a rail bridge over a lowered Pacific Avenue in Tacoma's Dome District and Hillside neighborhoods.



Sounder Testing Began on D to M Street in Early August

Schedule

	Start	Finish
Prelim Engineering	Sep 2002	Dec 2008 Baseline
Design	Mar 2009	Mar 2010 Baseline
Construction	Aug 2010	May 2012 Baseline

Project Cost (\$s in thousands)

Phase	Lifetime Budget	Commitment to Date	Incurred to Date
Administration	\$9,396	\$7,835	\$8,041
Prelim Engineering	\$1,694	\$1,735	\$1,724
Final Design	\$18,612	\$18,324	\$16,756
Third Party Agreements	\$846	\$846	\$535
ROW Aquisition and Permits	\$44,613	\$41,932	\$41,967
Construction	\$70,948	\$63,228	\$61,353
Construction Services	\$6,218	\$5,662	\$4,614
Vehicles	\$8,953	\$8,953	\$8,953
Contingency	\$0	\$0	\$0
Project Total	\$161,281	\$148,514	\$143,943

Scope/Schedule/Budget Variance

Substantial completion was issued 9/14/2012; revenue service is scheduled to begin 10/8/2012. The project will be completed within the established budget, and added costs for unanticipated conditions remain within project contingency amounts.

Major Contracts (\$s in thousands)

Vendor	Amount	Scope
PB Americas	\$14,338	FD/DSDC
Harris and Associates	\$5,562	CM
Mid Mountain	\$58,512	Construction

Key Activities

Current Quarter

- Completed commissioning of track work and CTC train signaling system.
- Completed soil nail and wall facing installation along trackway excavation.
- Began addressing construction punch list items.

Next Quarter

- Complete punchlist.
- Complete transition of the project to Operations.

Closely Monitored Issues

- Contractor's completion of punch list work.
- Resolve contractor's request for additional compensation.

Sounder Commuter Rail D Street-M Street Track and Signal (cont'd)



Construction Progress

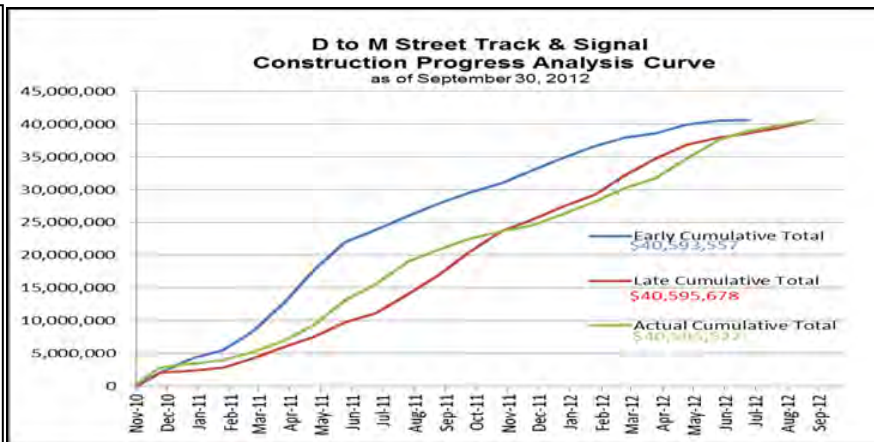
Schedule

The summary schedule below shows the third quarter 2012 status of this project. The Contractor has not submitted a schedule update or pay application for August and September 2012 at this time. It is expected that the contractor is utilizing this time to include mitigation measures for earlier delays. Critical rail corridor work was completed on August 3, 2012 by the contractor. Substantial Completion was achieved on September 14, 2012. Final Payment and invoicing for final change orders are expected in October. Lakewood Extension is to open on October 8th, 2012.

Activity Name	Remaining Duration	Start	Finish	
2012 Q4				
D-M Track and Signal - Working Schedule	23	05-Jul-12 A	31-Oct-12	
Construction	0	31-Aug-12 A	14-Sep-12 A	
Non-Critical Contract Work Activities	0	31-Aug-12 A	14-Sep-12 A	
Current Forecast D to M Substantial Completion	0		14-Sep-12 A	
Post Construction	23	05-Jul-12 A	31-Oct-12	
Contract Close Out	32	05-Jul-12 A	31-Oct-12	
Phase II/III Testing and Service Start-up	8	08-Aug-12 A	08-Oct-12	

Progress Analysis

Actual construction expenditures compared to the early/late cash flow projections indicate that construction is 100% complete with productivity trending below projected late baseline forecast. The actual expenditures curve is trending into September. The late cashflow trend has been adjusted into September due to the focus on critical rail corridor work which has extended the non-critical work into September.



Schedule Performance Index

The Schedule Performance Index (SPI) for the project is trending below 1.0 based on early and late projections. The latest schedule forecast reflects the Contractor is 68 days behind schedule. The focus on critical rail corridor work has extended the non-critical work into September. The SPI Late Calculation has been adjusted to represent this change.



Construction Cost Summary

The present financial construction cost status is summarized below.

Contract Status	Amount	Contingency Status	Amount
Original Contract Value	\$40,823,190	Authorized Contingency	\$26,732,319
Change Order Value	\$23,736,901	Contingency Drawdown	\$23,736,901
Current Contract Value	\$64,560,091	Contingency Index (Based on additional Board authority increasing contingency)	1.1
Total Actual Cost (Total Incurred)	\$62,551,974		
% of Authorized Billed to-date	97%		

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